

CONFIDENTIAL

25X1A

28 Feb. '56

25X1A

Chief, Finance Division

25X1A

- Administrative/Effects

- Excess Shipment

REF

25X1A

25X1A

1. At the time of [REDACTED] travel, he was limited to the shipment of 3000 pounds of household goods that could be shipped at Government expense under paragraph 12 of [REDACTED] 25X1A
2. In accordance with paragraph 9b of [REDACTED] a weight allowance of 300 25X1A pounds of unaccompanied baggage is authorized for each traveler. Further, shipment of baggage must be initiated not later than 30 days after the traveler completes his travel and that the unaccompanied baggage allowance will not be charged against the authorized weight and volume allowances for the shipment of household effects.
3. When an employee requests shipment of both unaccompanied baggage and household effects at the same time within the 30 day time limitation, it has been the policy of KUDARK to consolidate the two lots for shipment. The purpose of the consolidation is to effect a savings to KUDARK in packing, shipping, and handling charges. Consolidation of the two allowances to enable an employee to ship effects in excess of the weight allowances authorized under paragraph 12 of [REDACTED] is not authorized. The letter of authorization issued to the packers by KUDARK specifically itemizes the separate weight allowance for household effects and for unaccompanied baggage that may be shipped at KUDARK expense. This procedure does not result in an increase in the amount of household effects that may be shipped. Employees proceeding to their posts by surface transportation are encouraged to make use of the free weight allowance for baggage allowed by the various carriers. If they have no unaccompanied baggage to be shipped, no allowance is authorized in the letter of authorization issued to the packer. Records of KUDARK reflect that [REDACTED] did not request a shipment of unaccompanied baggage.

25X1A

25X1A

Page 2

25X1A

25X1A 4. It should be noted that the excess charges in the amount of \$37.70 were for packing and handling charges at point of origin and inland freight to the port of exit. No charges for excess ocean freight were included. [REDACTED] is subject to pay these charges when they have been prorated on a volume basis. Any excess inland freight charges from port to final destination should also be prorated, together with prorated charges for local cartage and unpacking, all of which is subject to collection from [REDACTED].

25X1A

5. Reference C. concerns itself with a study conducted by Headquarters for the purpose of developing information on the two (2) types of export containers being utilized in effecting export shipments of household goods. The two types of containers are: (1) lift vans and (2) QM type containers. In this study an actual shipment was packed in lift vans then unpacked, and repacked in QM type containers. It was brought out in the study that a considerable savings could be effected by the Agency through the use of lift vans. However due to [REDACTED]

25X1A

25X1A

21 February 1956

Distribution:

25X1A 3 - [REDACTED]
1 - RI/DP
1 - EE/LOG
1 - OL/TD/PA
1 - TD/Reader
1 - Dispatch file
1 - Case file
1 - C/FD
1 - OGC/OL
25X1A OL/TD/PA/[REDACTED]:nrj/4423

CONFIDENTIAL

OGC/OL _____

EE/LOG

C/FD _____

25X1A

25X1A